

**REMARKS/ARGUMENTS**

Favorable consideration of this application, as presently amended and in light of the following discussion, is respectfully requested.

Claims 1-9 are presently pending in this application, Claims 1, 2, 4 and 5 having been amended by the present amendment.

In the outstanding Office Action, Claim 1 was rejected under 35 U.S.C. 102(b) as being anticipated by Applicants' Figures 11 and 12; and Claim 4 was rejected under 35 U.S.C. 103(a) as being unpatentable over Applicants' Figures 11 and 12. However, Claims 9 was indicated as allowed, and Claims 2, 3 and 5-8 were indicated as including allowable subject matter.

First, Applicants acknowledge with appreciation the indications that Claim 9 has been allowed and that Claims 2, 3 and 5-8 include allowable subject matter. Accordingly, Claims 2 and 5 have been rewritten in their respective independent forms, and thus Claims 3 and 7 as previously presented are believed to be allowable as well. However, Claims 6 and 8 are presently maintained in their previously presented dependent forms, because Applicants believe that Claims 1 and 4 as currently amended include allowable subject matter.

Claims 1 and 4 have been amended to clarify the structures recited therein. These amendments are believed to find support in the original specification, claims and drawings, for example, page 15, lines 1-7, of the specification. Hence, no new matter is believed to be added thereby.

Briefly, Claim 1 as currently amended is directed to a pilot nozzle for a gas turbine combustor, including a fuel oil supply pipe passed through a cylinder unit provided in an axial direction of the pilot nozzle, a heat-shielding air layer formed between the fuel oil supply pipe and the cylinder unit, and a plurality of atomized-fluid supply paths disposed uniformly in a circumferential direction of the cylinder unit. By providing such atomized-

fluid supply paths, the jetting of atomized fluid from the front end nozzle is stabilized.<sup>1</sup>

Figures 11, 12

Applicants' Figures 11 and 12 disclose a pilot nozzle. Nevertheless, Applicants' Figures 11 and 12 do not teach "a plurality of atomized-fluid supply paths disposed uniformly in a circumferential direction of the cylinder unit" as recited in amended Claim 1. On the other hand, Applicants' Figures 11 and 12 only disclose the atomized-fluid supply path which is concentrically combined with the fuel oil supply pipe 33, heat shielding air layer 32, internal cylinder 35 and external cylinder 37 from the inside.<sup>2</sup> Therefore, the structure recited in Claim 1 is believed to be clearly distinguishable from Applicants' Figures 11 and 12.

Because Applicants' Figures 11 and 12 do not disclose the atomized-fluid supply paths as recited in Claim 1, the pilot nozzle recited in Claim 1 is not believed to be anticipated by nor rendered obvious from Applicants' Figures 11 and 12.

Likewise, Claim 4 has been amended to include subject matter substantially similar to what is recited in Claim 1 to the extent discussed above. Thus, Claim 4 is also distinguishable from Applicants' Figures 11 and 12.

For the foregoing reasons, Claims 1 and 4 are believed to be allowable. Furthermore, since Claims 6 and 8 depend directly or indirectly from Claim 4, substantially the same arguments set forth above also apply to these dependent claims. Hence, Claims 6 and 8 are believed to be allowable as well.

<sup>1</sup> Specification, page 15, lines 1-7.

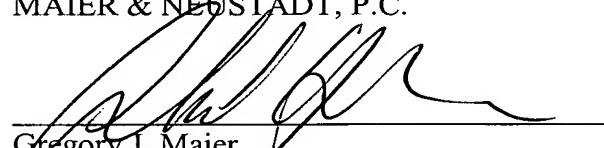
<sup>2</sup> Id., page 2, lines 4-10.

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In light of the prior indication of allowable subject matter and in view of the amendments and discussions presented above, Applicants respectfully submit that the present application is in condition for allowance, and an early action favorable to that effect is earnestly solicited.

Respectfully submitted,

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